

# THE ILLUSTRATED LONDON NEWS

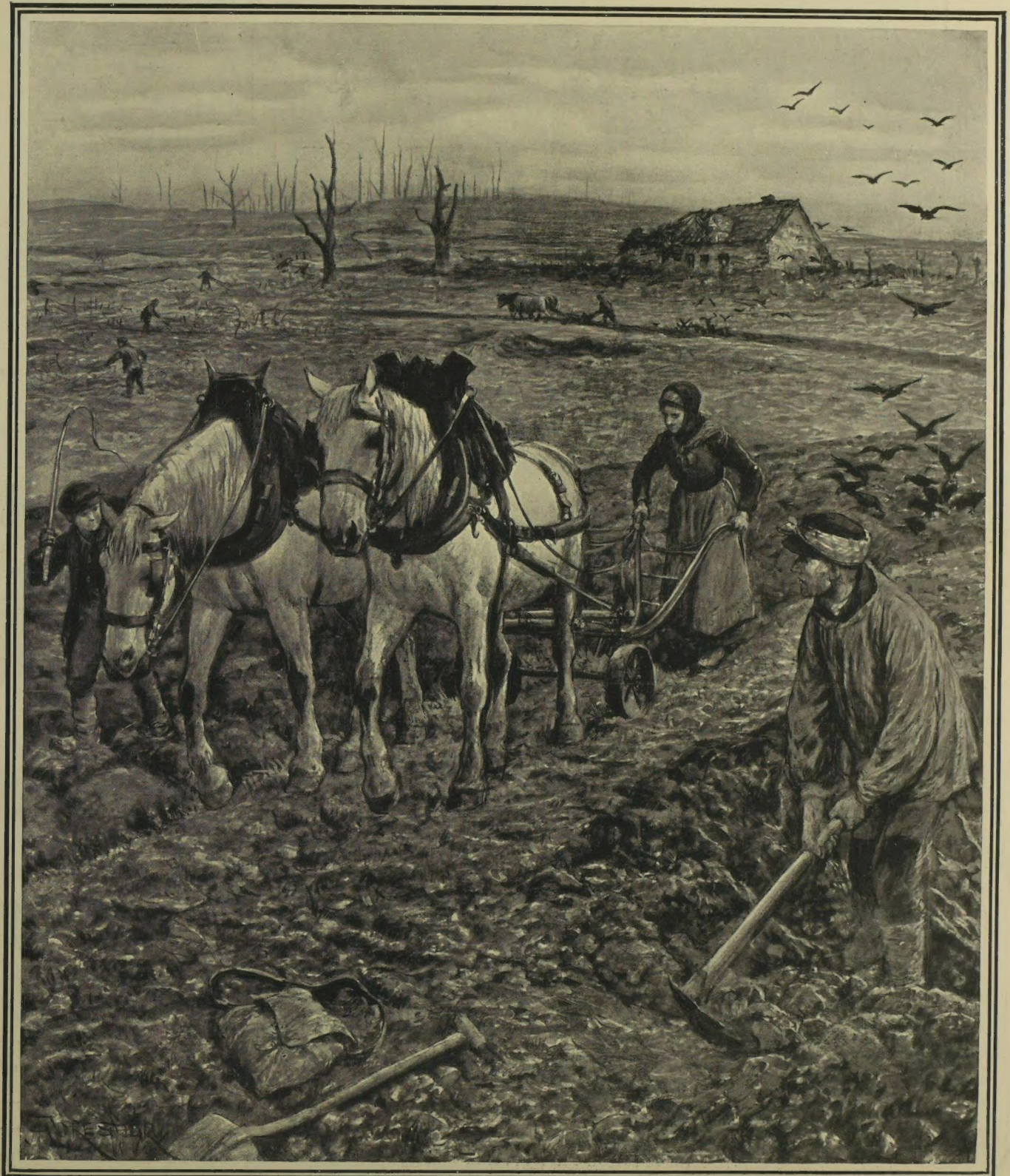
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SEVENPENCE.

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BACK TO THE LAND AFTER THE GERMANS HAD RETIRED FROM IT, AND THE ALLIES HAD PRESSED ON: A BATTLEFIELD—  
FILLING-IN A SHELL-HOLE; PLOUGHING; AND REMOVING ENTANGLEMENTS.

As the Germans retire on the Western Front, and the Allied troops move forward to give them battle again, the French agriculturists get to work in the fields over which the armies have passed. There are seen old men filling in the shell-holes; boys removing and rolling up barbed wire of the entanglements; women at the plough.

[DRAWN BY A. FORESTIER, FROM MATERIAL SUPPLIED BY AN EYE-WITNESS—[COPYRIGHTED IN THE UNITED STATES AND CANADA]]



# "NO MORE IMPORTANT EVENT IN THE HISTORY OF THE NEW WORLD": THE ARRIVAL OF THE U.S. DESTROYERS.

OFFICIAL PHOTOGRAPHS.



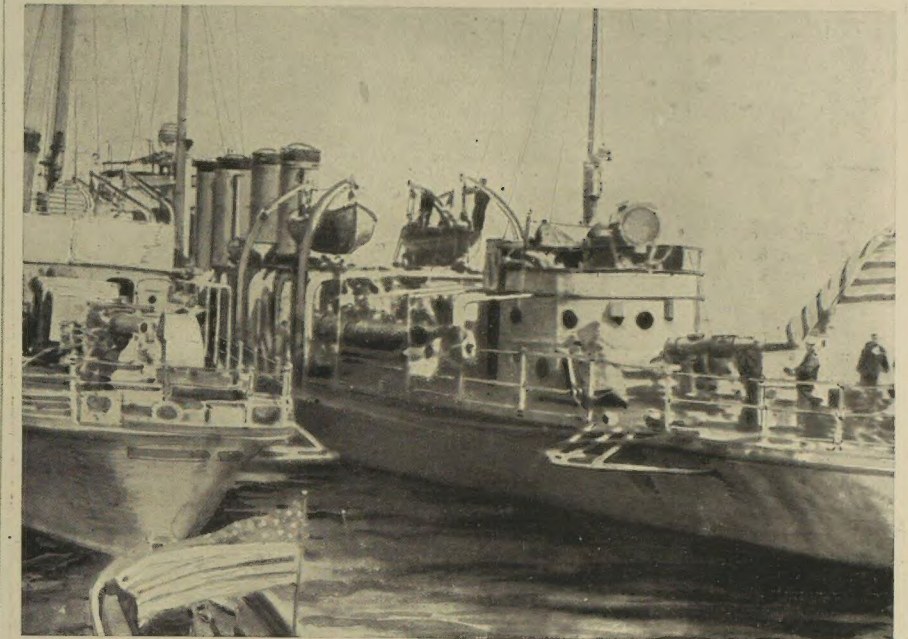
ARRIVING AT QUEENSTOWN: ONE OF THE UNITED STATES DESTROYERS IN BRITISH WATERS.



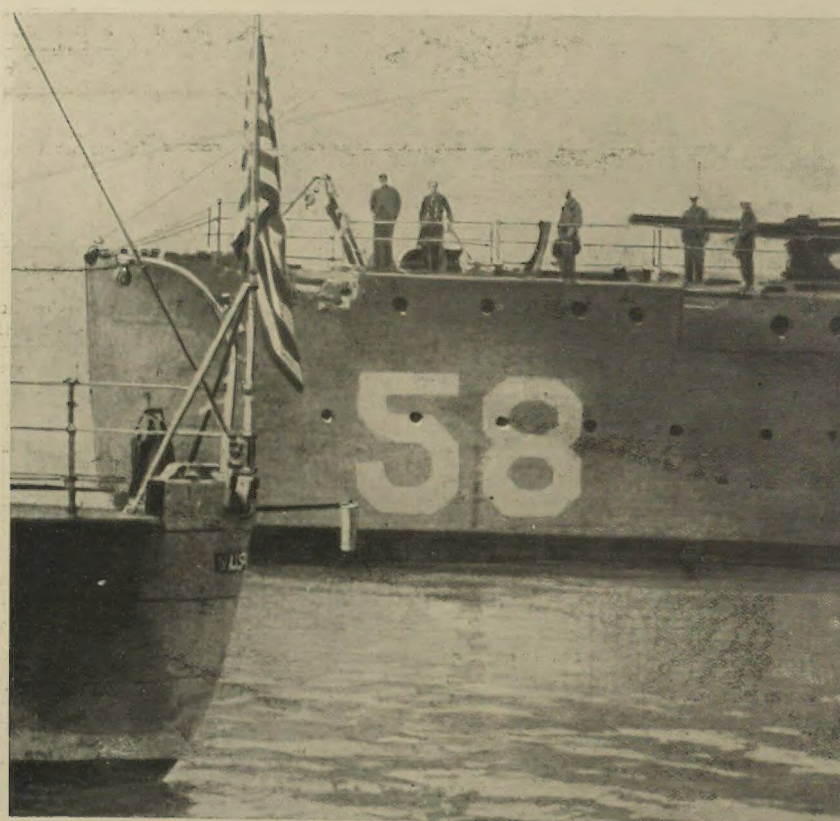
IN SINGLE LINE AHEAD: THE UNITED STATES FLOTILLA OF DESTROYERS APPROACHING FARB UR.



NEARING QUEENSTOWN: ANOTHER VIEW OF THE AMERICAN FLOTILLA IN SINGLE LINE AHEAD.



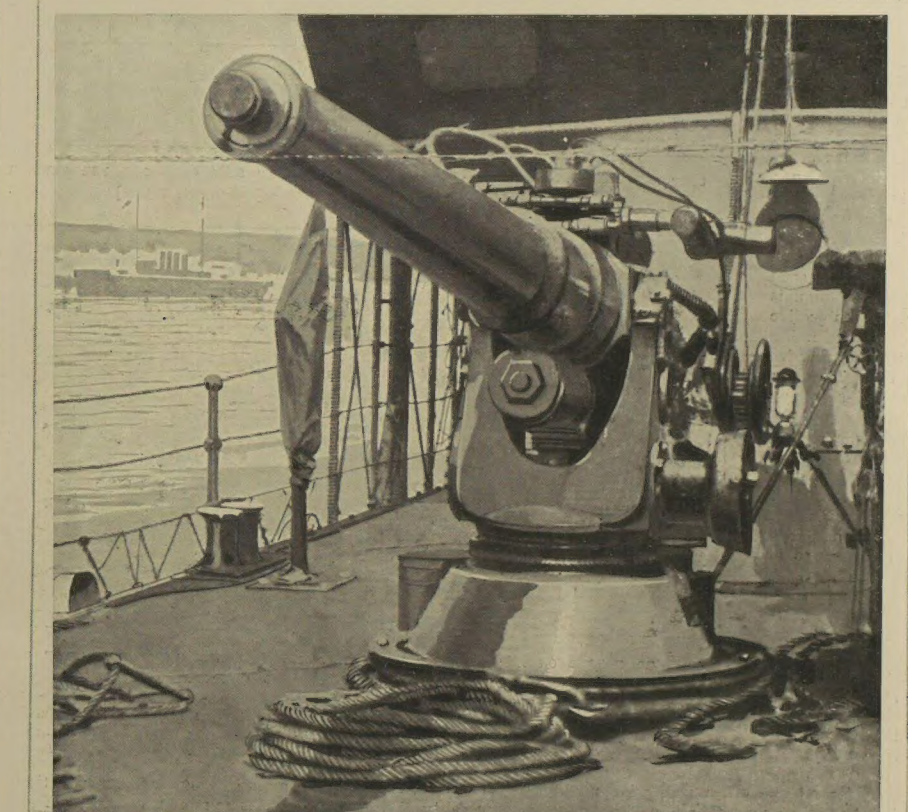
THE STARS AND STRIPES COME TO JOIN THE UNION JACK: U.S.A. DESTROYERS AT THEIR MOORINGS.



THE AMERICAN FLAG FLYING IN BRITISH WATERS: TWO OF THE UNITED STATES DESTROYERS IN QUEENSTOWN HARBOUR.



IN THEIR "QUILTED WHITE LINEN WORKING CAPS" CHEERY AMERICAN SAILORS ON BOARD ONE OF THE U.S. DESTROYERS IN HARBOUR.



"I AM TOLD THAT THEIR ARMAMENT IS PERFECT": A DECK VIEW OF ONE OF THE UNITED STATES DESTROYERS.

"Flotillas of American destroyers have been sent to the submarine zone, where they are now effectively co-operating with the Allied Navies." So ran one sentence in the recently issued official "résumé" of what the United States have accomplished during the seven weeks which have elapsed since they entered the war. The whole recital affords magnificent promise for a future not very far ahead, and shows that the Americans have taken up the task with their characteristic energy. On their arrival off Queenstown early on a May morning, the United States flotilla was met by a British destroyer. Describing this memorable scene, the "Times" said: "A number of smudges of smoke appeared on the horizon, and presently there emerged vessel after vessel of a type strange to our waters, all steering in line. Guns and torpedo-tubes showed on their decks. They and the British destroyers soon came within signalling distance, and the Stars and Stripes were broken at the mast-head of every strange vessel. . . . Officers from the British destroyer put off and boarded the flag-ship.

They received a most hearty and brotherly welcome. They delivered their instructions and returned to their ship, and then, the British destroyer leading, the flotilla sailed proudly between the forts into Queenstown Harbour. . . . American sailors, all wearing their curious quilted white linen working caps, lined the sides of their vessels." The United States naval forces in European waters are under the command of Rear-Admiral Sims. In proposing the toast of the American Navy at the luncheon to the Navy League of the United States, Sir Edward Carson said recently: "I have been told of the great efficiency of the flotilla which has been sent over. I am told that the construction of the ships is magnificent, that their armament is perfect, and that their officers and men are also magnificent. In my opinion, no more important event in the history of the New World has ever happened than the arrival of that flotilla of destroyers in our waters, to fight side by side with our Navy. The old Union Jack is to be commingled with the Stars and Stripes."





By G. K. CHESTERTON.

SHORT of the disruption of definitely military discipline, I am all in favour of allowing the Conscientious Objector to talk at large. I cling to the hope that, if he talks long enough and large enough, he may at last tell us something intelligible about his conscience. At present the attempt to discover what he means brings us no further than a doubt as to whether he can possibly mean what he says. What he says, so far as I can follow the philosophy of it, is substantially this. There exists in every man a more or less fantastic faculty, in which no two men need be the least alike, which may vary more vitally than a taste in cookery or a trick of the nerves, but which is covered by the term "conscience" because it is so far moral that it concerns the social relations. Or, to put it less delicately, it is so far moral that it may be immoral. From this he takes the first logical step, and says that, if a man has this movement or instinct, he must obey it. This, to begin with, is quite disputable; it involves the question of its authority and origin, of which I will say a word in a moment. But let us grant, in a general sense, that if a man really has such a social (or anti-social) prompting, he ought himself to follow it. If he thinks a harem necessary to his salvation, he ought to have one; if he thinks human sacrifices due to God, he ought to offer them. There have been many conscientious sects preaching and practising such things; and their action is defensible on this subjective principle, that if a man has an ideal he must respect his ideal. But then he takes the second logical step, and says that we must respect his ideal. It is here, I fancy, that many of his friends and fellow-creatures will rather abruptly part company with him. If, in any mystical and unthinkable sense, it is possible for Thugery to be good, they will confine themselves to the more cautious admission that it may be good for the Thug. If sacrificial murder is good at all, they will entertain the more modest idea, that it is good for the murderer. In their old-world narrowness, they will probably deny that it can be good for the man who is murdered, or for all the other men who might be murdered. And they will therefore deny that they are bound to run the risk of being murdered by recognising it as good in any sense whatever. And it is quite irrelevant to answer that even the most fanatical non-resistance is not so horrible as human sacrifice. First of all, it is by no means certainly true; for many of us there is not much difference between the Thug who murders a child and the man who allows the child to be murdered, when he could prevent it with a blow. But the vital point in logic is not merely this. The point is that the Conscientious Objector bases his whole case on what his conscience says to him, and distinctly and deliberately *not* upon what our conscience says about him. It is his whole case that his moral sense is different from ours, and he cannot logically be surprised at any degree of

immorality we may find in it. Our conscience has no concern with his conscience—except to respect it. Why?

The truth is that these scruples are the dregs of an old doctrine, and not the seeds of a new one. The old doctrine is true, as the old dogmatist stated it; but it is almost unmeaning as the new humanitarians state it. The sanctity of conscience consisted in its being the voice of God, which must be universal, or at the least in a *communis sententia* or moral sense of mankind, of which the whole point is that it is universal. If a particular man's opinion is not the

to the common conscience of men, He has a conscientious objection to the Red Cross, a conscientious objection to the white flag, a conscientious objection to the tyranny of a scrap of paper. He has a conscientious objection to all the old religion implied in the old international standards; to the prejudice which protects women in war; to the formalities which allow neutrality to nations. He has made his conscience independent of Christendom, and therefore independent of chivalry. If you tell him he is immoral, he will tell you, as the Pacifist does, that he has a higher morality. If you tell him you cannot imagine what morality he can believe in, he will tell you that men cannot imagine his morality until they believe in it. He will say in so many words that you must have a German mind to judge of German actions. If (as is probable) you do not possess a German mind, if (as is also quite possible) you do not even desire to possess one, he will tell you that you must bow down and worship it even if you do not understand it. But when he lays waste provinces and asks for your applause, when he defiles sanctuaries and demands your reverence, when he crowns himself with authority merely because he covers the earth with anarchy, and asks to be accepted as a god because he is behaving like a brute—through all this he is only doing the same thing, in strict logical analysis, as is done by the mildest Conscientious Objector who claims to be exempt from the law. He is asking you to respect his morality, even when you think it immorality.

On another occasion I deprecated cheap talk about democracy, talk implying that this great and (to my mind) true dogma is something self-evident and easy. But in this sense a democratic truism does underlie all the varied symbols and systems of the Alliance. In that sense we are fighting against aristocracy, especially the aristocracy of anarchists. In that sense we are fighting against despotism—against the despotism of moral detachment. We are fighting against the most personal of all rulers, who desires his personal exception to disprove the rule. Here, indeed, we are fighting not for the last deductions, but the first axioms, of democracy—not for its institutions so much as its ideas. We fight for the right of normal people to define normality. We will not have the world governed from its lunatic asylums, whether they are called the palaces of ancient empires or the temples of new religions. If this be republicanism, then indeed the most reactionary among us is republican; and democracy is a thing that all of us can accept like daylight. There are few who will not prefer the demagogue—who at least appeals to something presumably common like the light—to the mystagogue who merely prides himself on calling darkness light and light darkness. And we at least mean something when we call conscience the voice of God and a thing venerable among all men.



OF "THE FIRST DETACHMENT OF THE AMERICAN ARMY" SENT OVER FOR THE WAR: U.S. DOCTORS LEAVING BUCKINGHAM PALACE.—[Photograph by Topical.]



COME TO EUROPE ON A "WORK OF MERCY": AMERICAN NURSES IN LONDON AFTER THEIR RECEPTION BY THE KING AND QUEEN AND QUEEN ALEXANDRA.

Doctors and nurses of No. 4 Base Hospital, U.S. Army, were received by the King and Queen at Buckingham Palace on May 23, and then by Queen Alexandra at Marlborough House. Addressing them, his Majesty said: "We greet you as the first detachment of the American Army," adding that it was characteristic of American humanity and chivalry "that the first assistance rendered to the Allies is in connection with the profession of healing and the work of mercy."—[Photograph by Bassano.]

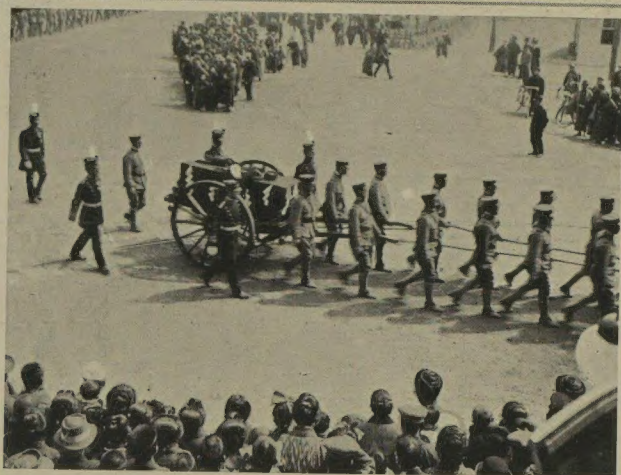
voice of God, is not common-sense, is not what men call morality, then his conscience is no more necessarily sacred than his nightmares. The old oppressors were pilloried because they did, or made other men do, what the common conscience refuses. Now some may think it idle to straighten out this tangle of false intellectualism; but I, for one, am far from agreeing with them. Evil ideas are at the root of all this enormous evil which plagues the earth at present; and there is no idea more fundamental in it than the false ethic which is in question here. I mean the idea of a conscience which is wholly detached, and therefore wholly demented.

For the Prussian is the supreme and typical Conscientious Objector. His whole position is poised on the idea of a new conscience. incomprehensible

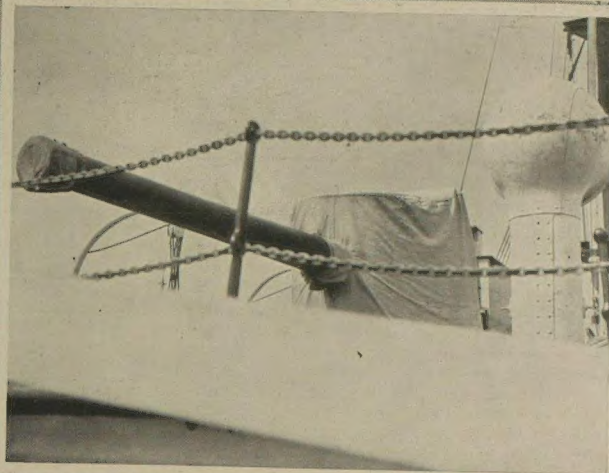


# WITH OUR ALLY, JAPAN: WAR AND WAR-CHARITY SCENES.

PHOTOGRAPHS SUPPLIED BY L.N.A.



MILITARY HONOURS FOR A JAPANESE MILITARY AIRMAN: THE FUNERAL PROCESSION IN TOKIO.



AGAINST U-BOAT ATTACK: AN ANTI-SUBMARINE GUN ON THE DECK OF A JAPANESE STEAMER.



IN AID OF DISTRESSED BELGIANS: AT A TEA-CONCERT AT AN HOTEL IN TOKIO.



IN AID OF DISTRESSED BELGIANS: AT THE TEA-CONCERT AT AN HOTEL IN TOKIO.



CELEBRATING THE ANNIVERSARY OF THE ESTABLISHMENT OF THE JAPANESE ARMY FLYING CORPS: A FANCY-DRESS FÊTE NEAR TOKIO.

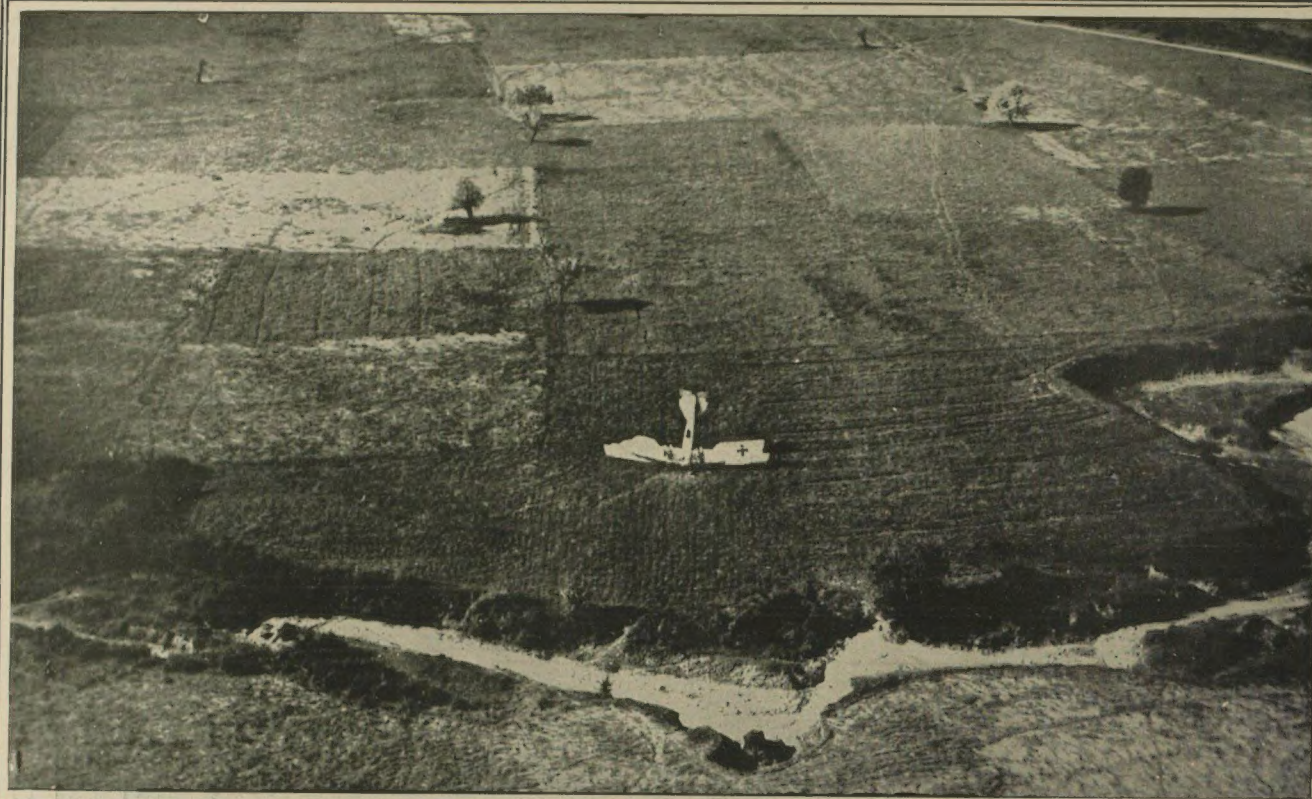


CELEBRATING THE ANNIVERSARY OF THE ESTABLISHMENT OF THE JAPANESE ARMY FLYING CORPS: FANCY-DRESS AT THE FÊTE NEAR TOKIO.

The first photograph shows the funeral of a Japanese airman killed accidentally a short time ago in the suburbs of Tokio. The second shows that Japan is much alive to the necessity for arming ships against enemy-submarine attack. The vessel on which this gun is fitted sailed from a Japanese port recently. The third and fourth photographs illustrate a tea-concert given in aid of the distressed Belgians. It was held in a Tokio Hotel, under the patronage of many Japanese peeresses. The fifth and sixth photographs show how the anniversary of the establishment of the Japanese Army Flying Corps was

celebrated near Tokio. It will be recalled that a few days ago Lord Robert Cecil announced in the House that the Japanese Government had sent a special detachment of Japanese destroyers to assist the British Navy in the Mediterranean, and that a Northern Pacific detachment of Japanese cruisers had carried out extended cruises of great importance to the Allied cause. He said also that a new detachment of powerful and fast cruisers had been despatched to assist in protecting the shipping in the Indian and South Pacific Oceans.



*On the Balkan Front: A Fallen German Biplane Photographed from Overhead.*

WINGED IN MID-AIR AND SENT TO EARTH AT A STEEP ANGLE: A TWIN-ENGINE NEW-TYPE ENEMY PLANE FALLEN BEHIND THE BRITISH LINES.

On all fronts, the enemy's proportion of aeroplane losses considerably exceeds that of the Allies. On May 28, to take the most recently noted case from the Western Front at time of writing, the British and French official communiqués recorded that 39 enemy machines were brought down in one day, against three Allied losses. Every week almost,

returns come in from other fronts, the Italian front, Egypt, Mesopotamia, and from the Balkan front, recording the bringing down of more German aeroplanes than those of the Allies. The view above shows one of a recent type of German twin-engined biplanes, put *hors de combat* by a British antagonist.—[Photo, supplied by Newspaper Illustrations.]

*The Parisians' Welcome to the Guards' Bands: Incidents of the Visit.*

1. IN THE PLACE VENDÔME, ONE OF THE CENTRAL RENDEZVOUS OF THE PARIS CROWDS: THE GUARDS' BANDS PLAYING THE "MARSEILLAISE."

3. AT THE OPERA: Mlle. CHENAL, OF THE OPÉRA COMIQUE, PHOTOGRAPHED WITH TWO GUARDS DRUM-MAJORS, AND MEMBERS OF THE "GARDE RÉPUBLICAINE."

The visit of the united bands of our five Guards Regiments to Paris, under Captain Mackenzie Rogan, has been the success of the season in the French capital. The Prefect sent a special telegram to the City of London "to testify how the City of Paris appreciated the privilege of entertaining the Bandsmen of the British Guards and to

2. THE CONCERT TO FRENCH WOUNDED AT THE GRAND PALAIS: PART OF THE AUDIENCE OF FRENCH AND BRITISH MILITARY OFFICERS IN THE COURTYARD.

4. AMONG THE PARISIAN MUNITION-WORKERS: A VISIT TO A FACTORY WHERE THE GUARDS' BANDS PLAYED THE NATIONAL ANTHEM AND THE "MARSEILLAISE," AND HAD TEA.

express the whole-hearted admiration of Paris for the *soldats d'élite* of the British capital." Everywhere the Guardsmen musicians were fêted and their performances attended by enormous assemblages, loudly acclaiming their pleasure at the performance. They also attended the Opera, as guests of the State.—[Photographs supplied by Central News.]



## THE BRAIN OF ITALY'S NEW OFFENSIVE: GENERAL CADORNA.

PHOTOGRAPH BY C.N.



"THE MOST HUMOROUS OF ALL THE GENERALS IN THE GREAT WAR": GENERAL LUIGI CADORNA,  
CHIEF OF STAFF OF THE ITALIAN ARMY.

In the new offensive which the Italian Army recently opened on the Julian front, where, in a few days, over 6400 Austrians were captured, General Cadorna has once more given proof of brilliant strategy. Of his personality a full and interesting account is given in Lord Northcliffe's book, "At the War." "A short, lithe, quick-moving man of sixty-six," he writes, "General Cadorna is the most humorous of all the generals in the Great War.

He has a glitter in his grey eyes that reminded me of those of the late Pierpont Morgan. The resemblance applies also to the character of the two men, for Mr. Morgan was ruthless and kind, and adamant too, when necessary. Those are the characteristics of Italy's great general, liked, feared, and respected by every Italian soldier or civilian with whom I conversed." Lord Northcliffe adds details of the Italian leader's career.



# "THE THIRD YEAR BEGINS AMID ROLLING OF CANNON": ITALY'S FRONT.

ITALIAN OFFICIAL PHOTOGRAPHS.



AN AUSTRIAN AEROPLANE BROUGHT DOWN IN A RIVER: ITALIAN SOLDIERS HAULING OUT THE WRECKAGE.



SHOWING THE CROSS MARKED ON THE MACHINE: ITALIAN SOLDIERS AT THE WRECK OF AN AUSTRIAN AEROPLANE.



WONDERFUL WORK BY ITALIAN ENGINEERS AND ARTILLERY: DRAWING HEAVY GUNS BY MOTOR-TRACTION ON A NEWLY CONSTRUCTED ROAD IN THE ALPS.



DESTRUCTIVE EFFECTS OF AN ITALIAN BOMBARDMENT: SHATTERED AUSTRIAN WIRE ENTANGLEMENTS AT PODGORA.



READY FOR THE MOMENT OF FIRING: AN ITALIAN 210-MM. MORTAR IN ITS SOLIDLY CONSTRUCTED EMPLACEMENT.

Although these photographs do not actually illustrate the new Italian offensive, they are of interest in connection with it, as showing the general conditions on the Italian front. A few days ago the King of Italy issued a stirring proclamation to his forces both on land and sea. After commending the "serene courage" and self-sacrifice of his men, he went on to say: "The third year of the war begins amid the rolling of cannon. For some days a severe battle has been going on against a numerous enemy, strongly

entrenched and well provided with artillery, who contests with you foot by foot a most difficult ground. Already brilliant successes have crowned your admirable efforts, and victory must reward your indomitable bravery and your manly constancy. Soldiers on land and sea, remaining equal to the renown which you have acquired in the past, you will always, I am certain, be worthy of the name of our Italy, who follows you with unshakable confidence in the path of glory."



# "WAR IN THE THIRD DIMENSION": ITALIAN GUNS ON ALPINE HEIGHTS.

ITALIAN OFFICIAL PHOTOGRAPHS.



1. "ITALY HAS LIFTED HER HEAVIEST ARTILLERY TO THE HIGHEST PEAKS": A 149-MM. GUN IN THE ALPS.

2. A MONSTER OF THE ITALIAN ARTILLERY IN THE ALPS: A BIG 230-MM. HOWITZER IN POSITION.

The wonders of Italy's mountain campaign aroused the admiration of Mr. Rudyard Kipling, who recently visited the Italian positions in the Trentino, and also on the Carso and the Isonzo front. "Mr. Kipling," says the "Morning Post," "is full of enthusiasm for what the Italian Army is doing, and full of confidence in their ability to conquer. He spoke with the keenest admiration of the physique, the zeal, and energy of the

Italian armies, as well as of the mechanics of Italian transportation in the face of the problem—almost unrealisable in England—of warfare among mountains and snows. This aspect of the campaign has evidently greatly impressed Mr. Kipling, for he dwelt emphatically on the manner in which Italy has, as he said, 'given battle in the third dimension, and lifted her heaviest artillery to her highest peaks.'"



# WINDING UP THE EAST AFRICA CAMPAIGN: UNITS TAKING PART.



A TYPICAL SAMPLE OF OUR INDIAN ARMY CONTINGENT: ONE OF OUR BELUCHI BATTALIONS ON THE MARCH.



A SCOUT FROM WHICH THE FOREST IS ABLE TO HIDE FEW MILITARY SECRETS: AN AEROPLANE STARTING OUT.



HARD-HITTERS AT LONG RANGE WHICH "SEARCH" SUSPECTED PLACES: TWO NAVAL 4-INCH GUNS PARKED IN CAMP AND SWATHED AGAINST DAMP.



AN ENEMY'S LURKING-PLACE "SPOTTED" AND UNDER FIRE: ONE OF OUR NAVAL 4-INCH GUNS IN ACTION CLOSE TO A NATIVE VILLAGE.



A COMBATANT AS INVALUABLE IN EAST AFRICA AS IN EGYPT AND ELSEWHERE: AN ARMOURD CAR IN CAMP UNDER DOUBLE-SENTRY.



ON RECONNAISSANCE ACROSS THE "VELDT": AN ARMOURD CAR AND MOTOR-SCOUTS HALTING WHILE FOLLOWING THE TRAIL OF THE ENEMY.

General Smuts, in his last despatch from German East Africa, sent off when he was on the point of starting for the Cape on his way to England for the Imperial War Council, notified that the enemy had been rounded up on all sides and driven into the swampy districts of the Lower Rufigi country. There, he said, they would be held blockaded in during the then approaching rainy season, the work of keeping the Germans in being entrusted to acclimatised forces, of whom the Indian contingent serving in East Africa formed a considerable part. The above photographs show some of the units engaged in keeping a strangle-hold on the enemy, until the close of the rainy season, about the

middle of May as a rule, enables the concluding stages of the driving-in operations to be actively undertaken, and the overthrow of the enemy in their last refuges finally accomplished. The naval 4-inch guns, seen on their solid travelling mountings, are of the same calibre to within an inch as the heaviest guns the Germans have left, the remainder of the "Königsburg's" 4.1-inch battery guns, salvaged from the destroyed cruiser. Some we have already taken. They are not unlike the famous "4.7's" which "saved Ladysmith," but are harder hitters, owing to modern gunnery developments. As seen, armoured cars and aeroplanes are also taking part in the new campaign now opening.



# WAR COMMUNICATION: CARRIER-PIGEONS; AND TELEPHONES.

PHOTOGRAPHS BY CANADIAN WAR RECORDS.



H.M. PIGEON SERVICE AT THE FRONT: FIXING A MESSAGE TO A BIRD BEFORE IT LEAVES THE TRENCH.



AN OLD-FASHIONED "POST" IN MODERN WAR: THE CARRIER-PIGEON LEAVING THE TRENCH WITH A MESSAGE.



WITH AN IMMENSE MAZE OF CABLES CONVERGING ON ONE TENT: A TELEPHONE-TESTING STATION BEHIND THE BRITISH FIRING-LINE WITHIN SHELL-RANGE.

Both the newest and one of the oldest methods of communication are used at the British front, as our photographs show. Lord Northcliffe describes in his book, "At the War," the "unique" telephonic system constructed by the Royal Engineers in France. "The poles and wires," he writes, "are in every way as good as those of the Post Office at home." There are occasions, however, when Nature supersedes modern science. Last year the War Office warned the public against shooting pigeons, as "a large number of carrier or homing pigeons are being utilised for naval and military purposes, and recently

many of these birds have been shot at and killed or wounded when homing to their lofts." The enemy also employs carrier pigeons. During the Battle of the Somme an American correspondent (then with the German Armies) stated that, owing to the British artillery fire, "it is impossible to depend on telephonic communication with the front being maintained, so often are the wires cut and so dangerous is it to repair them. This has led to a revival of carrier-pigeon communication, not for long distances, but as the only dependable medium of communication from the front to the rear."



## AT THE BATTLE FOR THE CHEMIN DES DAMES: THE FRENCH

PHOTOGRAPHS SUPPLIED



THE ASSAULTING INFANTRY GOING FORWARD ON LEAVING THEIR



THE FIRST FRUITS OF THE VICTORIOUS FRENCH OPENING CHARGE: GERMAN PRISONERS DOUBLING BACK



AS THE CRITICAL MOMENT FOR CLOSING ON THE GERMAN MAIN TRENCH-LINES APPROACHES:

## ATTACK-FORMATION; AND GERMAN PRISONERS COMING IN.

BY ALFIERI.



ADVANCED TRENCHES: FOLLOWING UP THE ARTILLERY BARRAGE-FIRE.



IN RÉAR OF THE FRENCH ATTACKING LINE TO GIVE THEMSELVES UP BEHIND THE RESERVES.



FRENCH INFANTRY IN EXTENDED ORDER—GROUPS AND FILES CROSSING THE OPEN GROUND.

The French assault which, at its outset, made our Allies masters of a great part of the Chemin des Dames Ridge, above the Aisne Valley, was in every way a brilliant exploit. It took place during the wide-fronted offensive between Soissons and Rheims, which opened in April, and has now been carried through, after intervals for the consolidation of ground gained. The *modus operandi* of the attack—the way in which it was opened and successfully carried through—is illustrated in the first and third of the battlefield photographs above. One of the intermediary results, while the assault was in progress, is shown in the second photograph. We see there surrendered and disarmed Germans hastening back in small parties, in rear of the advancing French attacking line. They are seen making their way towards where the French reserves are coming up after the assaulting first-line "wave." The prisoners

came in at the "double" with the shambling, jog-trot gait that the Germans affect in movements quicker than the ordinary march-step; whether in charging out towards a position or in retiring. The first and third photographs show the French assaulting formation. It was first adopted last autumn. The troops press forward in strung-out files, in open order, each moving loosely, in touch with adjoining files to right and left. In every case, as it has been stated, the formation has proved successful in bringing the men close up to the enemy with the minimum of casualties. Then it only remains to use bayonets and bombs in hand-to-hand fight. According to a telegraphed French official communiqué at the time of writing, the French have now won practically the entire Chemin des Dames ridge-position, and are repelling the German counter-attacks.



# THE PERILS OF OBSERVATION-WORK IN KITE-BALLOONS: A "SAUCISSE" IN FLAMES; AND A PARACHUTE DESCENT.



JUST IN TIME: A FRENCH KITE-BALLOON BEING HAULED TO EARTH, AFTER ATTACK BY AN ENEMY AEROPLANE, BURSTS INTO FLAME

JUST AFTER THE OBSERVER HAD LEFT THE CAR.



A DARING METHOD OF ESCAPE FROM A KITE-BALLOON SET ON FIRE BY THE ENEMY:

THE OBSERVER DESCENDING BY PARACHUTE INTO A PINE WOOD.



HAZARDOUS SALVAGE WORK FROM A BURNING KITE-BALLOON: TWO FRENCH SOLDIERS RUN INTO THE SMOKING DEBRIS

TO RECOVER THE VALUABLE VALVE.

An observer's perils come mainly from two causes—the enemy's anti-aircraft guns and aeroplanes, which may set his balloon on fire by incendiary projectiles. On the occasion illustrated by the above remarkable photographs, it was a French kite-balloon, or "saucisse," that had been hit by a German aeroplane; but, needless to say, our Allies, with their excellent air service, can give a good account of themselves in this respect, and many a German observation-balloon has fallen to French aeroplanes, as also to our own. Of such incidents these photographs give a vivid idea. On the left the balloon is seen bursting into flame as it comes to earth, while the men on the ground are hauling

at the ropes. The observer had only just quitted the car. On the right, two French soldiers are seen running forward, as the fire dies down, in order to save the valve, which is the most valuable portion of the mechanism. The middle photograph shows a French observation officer coming down in a parachute from a kite-balloon set on fire by the enemy. While in the air, the observer has the harness of the parachute fastened to him, ready for an emergency. What he has to do to escape by this means is to disconnect the parachute from the car and jump out into space, trusting to luck that the parachute will duly open out. It would be hard to imagine a more nerve-racking operation.



## FIRST PHOTOGRAPHS OF THE FRENCH TANKS: "ARTILLERIE

PHOTOGRAPH No. 1

## D'ASSAUT" WHICH MADE ITS DÉBUT ON THE AISNE.

BY ALFIRRI.



1. WITH AN ANGULAR "PROW" AND A KIND OF "BOWSPRIT": FRENCH TANKS DRAWN UP FOR INSPECTION BEFORE THE AISNE OFFENSIVE.

3. A "SQUADRON" OF LAND-CRUISERS MOVING IN "LINE AHEAD": THREE OF THE FRENCH TANKS IN USE ON THE SOMME.

In our issue of May 19 we gave a double-page drawing of some of the new French Tanks in action, with some account of their first appearance on the battlefield. Here we are able to publish, for the first time, photographs of the same subject, still more interesting from the exact details they reveal of the shape and structure of the French Army's new *artillerie d'assaut*, which is the Tanks' official name. The fourth photograph shows the gallant Commander Bossut, who fell during the opening battle of the Aisne offensive, while leading a squadron of Tanks in an attack on Juvincourt, which they largely helped to capture. Sub-Lieutenant Boucheron, seen standing beside him in the photograph, was wounded in the same action. The heroism of Commander Bossut and his men, in the group of Tanks under his command was mentioned in an Order of the Day (quoted in our issue of May 19) by

2. COMPARED TO A RHINOCEROS, FROM THE "HORN" ON ITS "NOSE": A FRENCH TANK MAKING ITS WAY THROUGH A WOOD.

4. THE FALLEN HERO OF JUVINCOURT: COMMANDER BOSSUT (LEFT), WITH SUB-LIEUTENANT BOUCHERON, BESIDE THEIR TANK WHICH LED AN ATTACK.

General Nivelle. Describing the work of the Tanks on the Aisne, a "Daily Chronicle" correspondent writes: "The French war-chariots are manned by picked teams, whose skill and sangfroid in manoeuvring were put to a severe test by the heavy fire which the Germans, expecting their intervention, were able to concentrate on them. Men and machines, however, endured the ordeal magnificently. Hit repeatedly by shells and machine-gun bullets, the 'Tanks' resisted successfully, their armour-plating never being pierced. One caught fire, however, and the crew were obliged to abandon the machine, but managed to reach the French lines. Another broke down, but in this case, too, the crew succeeded in carrying off their guns and munitions, almost under the nose of the cowed enemy." Our gallant Allies have undoubtedly created worthy compeers of our own famous "Tanks."



# THE LAIR OF THE OLD SEA LION: INSIDE THE ADMIRALTY, WHITEHALL—LINKED WITH THE FLEETS BY WIRELESS.

PHOTOGRAPHS  
GIVEN BY C.N.



WHERE THE FIRST LORD OF THE ADMIRALTY SITS AS SUPERVISOR-IN-GENERAL OF NAVAL AFFAIRS: SIR EDWARD CARSON'S OFFICE.



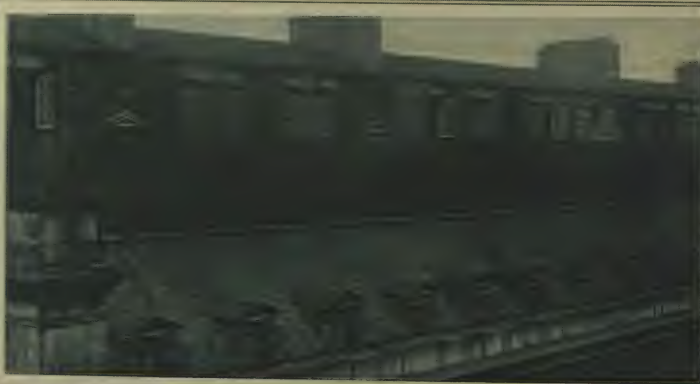
WHERE OUR SEA COUNCIL OF WAR MEETS: THE ADMIRALTY BOARD ROOM; WITH



DISCUSSES PROBLEMS OF NAVAL WARFARE: HISTORIC GRINDING GIBBONS CARVINGS.



THE EXECUTIVE HEAD-CENTRE OFFICE OF ALL FLEET OPERATIONS: THE FIRST SEA LORD'S ROOM—SIR JOHN JELlicoe'S OFFICE.



"ZEPPELIN TERRACE": BUILDINGS ERECTED AS ADDITIONAL OFFICES ON THE ROOF OF THE NEW



ADMIRALTY BLOCK, WITH (RIGHT) THE DOME AND AERIAL OF THE ADMIRALTY WIRELESS INSTALLATION.

The public in general are familiar with the exterior of the Admiralty Buildings in London, like the old Georgian building with its colonnaded entrance and gateway and paved forecourt in Whitehall, and the great new block of brick and Portland stone off Spring Gardens, and bordering one side of the Horse Guards' Parade. The interior of the buildings with their maze of corridors, some long, all draughty, with cross-passages, lifts, doors to right and left everywhere, and jangled central-passage attendants, hardly obstructed of strangers, in, on the other hand, perhaps less known to the "man in the street" than any other of our Government offices. Sight-seers, or people with no particular business to transact, are not "encouraged" at any time inside the Admiralty, and, of course, less than ever just now. That, for one thing, makes the illustrations given here the more interesting. The first illustration shows the plain, matter-of-fact, severely Civil Service official-looking room where the First Lord of the Admiralty transacts most of his everyday business, and has his private workroom or "office."

The second shows the Admiralty Board room. The interior fittings, priceless Grindling Gibbons carvings, sea-battle paintings, historic Queen Anne clock, etc., were brought over bodily from the room in the old buildings where generations of Admiralty Boards and Admirals whose names are history used to meet, and where Nelson attended before sailing to Trafalgar. The third illustration shows the First Sea Lord's room, Sir John Jellicoe's habitat. In the fourth and largest illustration is seen a roof-view looking down over part of the lower quadrangle of the new Admiralty block. The temporary ranges of offices erected along the roof are known familiarly as "Zeppelin Terraces," and have been put up to provide extra office accommodation since the war began. On the extreme right, part of the domed structure supporting the mast of the great aerial may be seen. That supports the wireless-telegraph apparatus by means of which verbal communication can be kept up with Gibraltar on one side, and the Grand Fleet, in the Far North, on the other, and, indeed, with stations and ships still further away.





## SCIENCE JOTTINGS.

OF WHAT USE IS THE RACEHORSE?

THE contention that any further attempt to curtail or suspend horse-racing for the duration of the war would be to strike a grave blow at scientific horse-breeding in this country, has aroused a certain amount of scepticism in many quarters. There is a vague suspicion that racehorses, at best, represent no more than a certain amount of capital which it would be inexpedient to dissipate; apart from this, the upkeep of racing stables has little to recommend it. The meaning of the word "thoroughbred," or the part the animal thus designated has played in building up and sustaining other breeds of horses, these puzzled ones have no means of measuring.

To attempt to set forth the share of the "race-horse" in the production of the various types of "utility horses" in the brief space at my disposal would be to adventure on a hopeless task. Let it suffice to say that all these, in varying degrees, have been modified and improved by the infusion of the blood of the "thoroughbred," more especially in regard to speed, endurance, and "mettle." This moulding factor is to be traced back, in this country, to the importation of certain now famous sires—the Byerly Turk in 1689, the Darley Arabian in 1706, and the Godolphin Arabian in 1730. These animals, crossed with our native racehorses on the one hand, and with our "hackney" or "utility horses" on the other, begat a new era in horse-breeding. And it is no small thing to be able to say that our studs, built up on this foundation, provided the breeding stock for the rest of the modern world.

I may be told that this must be somewhat of an overstatement, since the grand-looking bays and browns of our Royal Stables, for example, are imported from abroad—France, Germany, Hungary, Austria, and Italy. That is so. But these animals are the descendants of sires and mares which were unfortunately allowed to leave this country in large numbers somewhere about 1840 and onwards, when the rest of Europe began depleting Great Britain of its best to furnish their own stables. As a consequence, since about 1860 we have been compelled to supplement our own breeding by importations. Some idea of what this short-sighted policy has cost us—for had the State interested itself in horse-breeding this depletion would never have taken place—may be gathered from the fact that between 1893 and 1902 we imported 340,337 "utility horses" from abroad!

The French were large buyers of our English hackney sires, which they desired to procure cavalry and artillery horses; and other European Powers followed suit. Our own hunters are famous throughout the world, and they are tempered by thoroughbred blood. They have furnished the best of our cavalry chargers in this war. And if we are to be self-supporting in the matter of our horses, as well as our food and manufactured goods, after the war we

no less seriously whether we are not making racing too much an end in itself, and, as a consequence, filling our stables with "hot-house" animals. For, when all is said, it cannot be claimed that the racehorse is a hardy animal. We need to get back again to the type of horse represented by Mambrino. For generations now we have bred for speed only, and, as a consequence, other qualities, such as action and stamina, have to a very great extent disappeared.

Mambrino, who was the sire of the celebrated Messenger (exported to the United States in 1788), is described as having belonged to a peculiar class of the English racehorse. He was master of the highest weights over the road or field, and was never beaten on the turf till the edge of his speed was blunted by the severe labours of constant exercise and running. He beat all the best horses of his own day, going too fast for the speedy and running too long for the stout. He went in remarkably good trotting form—an accomplishment which the racehorse of to-day does not excel in.

The racing-stable of to-day is *not* run for the deliberate purpose of improving, or even sustaining, the standard of utility horses, but for racing itself. The fact that the racing stable can, and does, give tone to other breeds is no more than a fortunate circumstance. In the regenerated world that is to be ours "after the war," we must see to it that our standards are modified to this end. But this will not be easy, for racing is an expensive pursuit—so much so that most owners are obliged to make every possible effort to reduce the cost of upkeep. But the experience of Australasian breeders shows that animals that are brought up on extensive "runs" till they are, say, four years old develop better shoulders and sounder legs and feet than those which are "taken up" early, and this is worth considering.

That a case can be made out for the continuance of racing during these strenuous and anxious times; there can be no doubt. But it seems equally certain that these tests of quality could well be held *in camera*, so to speak, for it cannot be contended that the bookmaker and the habitués of the race-course are indispensable factors in the breeding of thoroughbreds. But the prohibition of all racing for the duration of the war might prove a blessing in disguise, if only because it would demonstrate the advantages of protecting two-year-olds from premature training.

W. P. PYCRAFT.



WITH THE ITALIANS: HOISTING A "75" TO A NEW POSITION IN THE MOUNTAINS.

Italian Official.

must return to our racing and hunting with renewed zest and a still closer eye to "utility," especially in regard to the foundation of our breeding stock—the thoroughbred.

In other words, we must seriously overhaul our ideals in regard to our racing stables. I have already, in this column, contended that we err seriously in racing "two-year-olds," and in this I have the support of experts. We have also to ask ourselves



## THE REAL "HIGH SEAS" FLEET! GRAND FLEET UNITS ON A CRUISE.

OFFICIAL PHOTOGRAPHS.



BREASTING A HEAD-SEA IN A "FRESH" WIND: A DESTROYER GOING AHEAD FAST—A BOW WAVE BURSTING IN-BOARD OVER THE FORECASTLE.



STEAMING THROUGH A MODERATE SEA: ONE OF OUR BIGGEST SUPER-DREADNOUGHTS AND HER ATTENDANT DESTROYER—A COMPARISON IN STEADINESS.

The first illustration shows a destroyer going fast, as the white wake suggests, through a somewhat "lumpy" sea. The cascade of foam over the forecastle, as the vessel breasts a bow-wave, spouts up into the air, it will be observed, higher than the bridge, and higher, too, than the destroyer's funnels. From the second illustration we may get something of an idea of the difference for those on board that cruising in a moderate sea makes in the cases of big ships and little. The battle-ship seen is one of our most modern super-Dreadnoughts, a giant vessel, heavily gunned and heavily armoured, one of

the sister ships of the famous "Queen Elizabeth," and capable of a speed equal to that considered satisfactory in the earlier destroyers of twenty-odd years ago. The solid, compact, ponderous mass of the battle-ship's hull shears through the water with the ship remaining practically as steady as though she were a firmly embedded half-tide rock. On the other hand, the lightly built destroyer lifts to the waves, or tears across their crests, or else drives her nose through amid cascades of foam at the bows, while everything on board shakes and quivers with each pitch and roll of the vessel's hull.



## NEW NOVELS.

"Enchantment." An Irish story, by Mr. E. Temple Thurston, is always welcome, and there is no doubt that "Enchantment" (Fisher Unwin) will be a general favourite. It is a romance of the Irish gentry, down Waterford way, and the central figure is the patrician, John Desmond, in his great, cheerless country house—John Desmond, king of men, but not master of himself. To him was born Patricia, as a child dowered with the charms of devilment, and as a maiden predestined by her father's vow to be a nun, but by nature made for human love—to the distress and bewilderment of the frightened little Sisters from whose midst the bold Charles Stuart snatched her. Mr. Thurston tells us that this is a fairy story, with Patricia for the princess, John Desmond's vow for the enchanter's spell, and Stuart, of course, for the dare-devil prince who rescues her from behind the briar-rose hedges. He labours the point a little, and perhaps "Enchantment" is too long drawn-out; our opinion is that it would not have suffered by compression. It is a gay and gallant sort of story, when it has won through the birthright of Patricia and the idiosyncrasies of Doctor O'Connor, preliminaries that are both tiresome and too explicit. The sketches of Waterford are charming, and the mention of old Waterford glass, winking at a Sheraton cabinet from the mahogany table, will make any collector's mouth water.

"The Career of Katherine Bush." Let no one who has an old-fashioned preference for the stock moral read "The Career of Katherine Bush" (Duckworth). Neither should it be left on the family table; it is far too revolutionary, too subversive of social discipline, to be *virginibus puerisque*. Apart from these considerations, which may or may not be weighty where a novel is concerned, Katherine Bush's enterprising career makes a lively volume. For, you see, she was a young

woman who meant to get there. It is very important to get there. So many people start with even chances, and wreck them through sentiment or scruples, through an inconvenient conscience or a tender heart. Katherine made up her mind very early in her career that she would have none of that. She began by stepping up out of her family. There is wisdom for you! Why should your vulgar family keep you down? She made another stepping-stone of her attraction towards Lord Algy. Her

story: "She looked and looked at him, and then she spoke, and her voice was full of quiet determination and very deep." Mrs. Elinor Glyn has a long way to take her after the Paris episode, and Katherine "arrives" in the end—undoubtedly, she "arrives."

"What Lies Beneath." "What Lies Beneath" (Chapman and Hall) is a juggling feat, showing the extraordinary dexterity of Mr. Benjamin Swift, who can keep a dozen characters spinning and never let one fall between his hands. It is a bold move to open with the family of Joseph Ravendale, that grim Protestant and business-like boomer of Bibles—a huge family by three wives departed, left to the patriarchal rule in Russell Square. This is one of Mr. Swift's feats; but there is another still more nimble, when he plunges a medley of Belgian refugees, a bizarre collection scrambled together by his son Sebastian in crossing from France, into the Russell Square hall and the reader's presence. They spring into individuality with a few clever strokes of the pen, a raffish crew; but human—tragic, predatory, quarrelsome, or philosophical, as the case may be. An admirable first act for a comedy, the arrival of the Belgians under Mr. Ravendale's roof: we congratulate Mr. Swift on his masterly handling of his material. "What Lies Beneath" is, indeed, a novel to be praised, though its recurring antagonism to conventional religions seems to convict its author of some of the bitterness of prejudice—even, perhaps, another form of the prejudice he scarifies in humbugs of the churchy brand. It is certainly intolerant, and, since intolerance means a lack of sympathy, the book leaves a sharp flavour, a hardness behind it. Then there are careless details. How came Sebastian, the wounded man, to wander home alone, let loose from the Military Hospital? Perhaps they did these things in the early days of the war—it is so long ago we do not remember—but it seems unlikely. It is a powerful novel.



THEIR MAJESTIES' TOUR IN THE NORTH: THE ROYAL VISIT TO BARROW.

After the recent visit to the great works of Vickers, Ltd., at Barrow-in-Furness, Mr. Albert Vickers, the chairman of the company, sent a telegram to the King, expressing appreciation of their Majesties' visit and kindness. In reply, the King said: "I am confident that British workmen will never fail their fellow-countrymen who are fighting our battles on sea and land." Our photograph shows their Majesties at the factory gates of Messrs. Vickers' great works, and the presentation of Mr. J. Turnbull, Constructional Engineer (Vickers, Ltd.); Mr. W. H. Peck, Master of Works (Ministry of Munitions); and Mr. W. J. Williams (Inspector for the Ministry of Munitions).

trip to Paris with him was a part of her self-ordained education; but it was dangerous, because she loved him. It is not safe to love early when you have your career to make. She learnt how to eat oysters by being with Algy, and generally how Society behaves at table; and with that she turned him down. This is a very pathetic part of the

of sympathy, the book leaves a sharp flavour, a hardness behind it. Then there are careless details. How came Sebastian, the wounded man, to wander home alone, let loose from the Military Hospital? Perhaps they did these things in the early days of the war—it is so long ago we do not remember—but it seems unlikely. It is a powerful novel.



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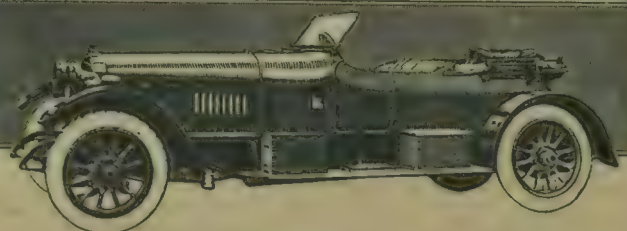
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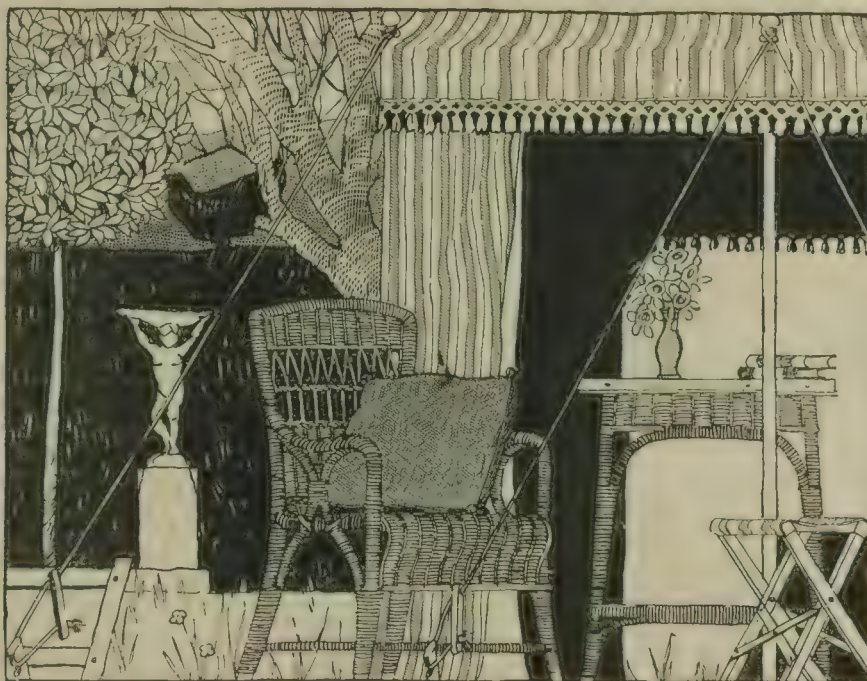
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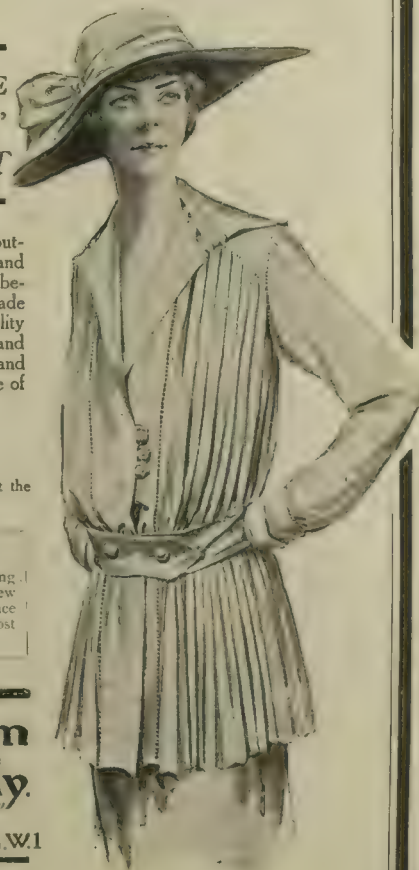
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## THE PLAYHOUSES.

## "PENNY WISE," AT THE PRINCE OF WALES'S.

IF "Penny Wise" should succeed in bringing in the pounds to the Prince of Wales's Theatre's exchequer, it will mainly be due to a single actress, Miss Ada King's, performance. Neither in its dialogue nor in its character-drawing does the play itself, "a farcical comedy of Lancashire life" founded by Mary Stafford Smith on a story of Leslie Vyner's, reach the level of the school of drama now honourably associated with Manchester and its district. But Miss King has a telling part, and renders it splendidly. A shrewd and unscrupulous old mother, who wanted to lift her family above poverty, Amelia Dobbin, planned that her lazy son should die, so that with his insurance money she could pay up arrears and start her husband comfortably in business. She backed up fraud with bribery, and tackled single-handed every sort of opposition, including that of her own worthless household. Her scheme is doomed from the start, but she is such a bonny fighter, as Miss King plays her, that the struggle she puts up is always a joy to watch. It is the "dead" man who at once spoils her game and saves the situation, for he comes to life, but fortunately wins a small fortune in a football competition. There is cleverness in Mr. William Cromwell's portrait of this ne'er-do-well, and Mr. Sydney Paxton and Miss Dora Gregory also work hard for the author. But Miss King's work stands out, conspicuous for its artistry and robust humour.

## "INSIDE THE LINES," AT THE APOLLO.

To enjoy the newest war-play, "Inside the Lines," you must not take its story seriously or look at it at all closely. You must surrender yourself to the American playwright while he spins his yarn about Gibraltar, and Transatlantic tourists, and incredibly stupid British Army officials, and the man who looked like a spy but was really "dishing" spies, as you would surrender in a lazy mood to the author of a sensational serial. Then you can get fun out of its quaint thrills and its mysteries, and like them none the worse for the ingenuousness of Mr. Earl Derr Biggers's

notions. The trick, of course, in this sort of "spoof" melodrama is to make your hero seem as much like a villain as possible. The blacker the evidence appears to be of his guilt, the more he associates with sinister folk, and the less he is made willing to explain his past and account for his appearance—why, the more romantic is his rehabilitation. In this piece the author works the trick to the very limits of incredibility. Fortunately, good acting is available at the Apollo. Mr. Eille Norwood's sham spy breathes romance and secrecy in his every movement; the tourist

## MR. H. G. WELLS AND THE WAR.

MR. WELLS has been to the war, with a note-book, and he has come home to describe, and prophesy. "War and the Future" (Cassell) is, however, most valuable as a record of things seen. It is something to see the war with Mr. Wells's eyes, and to be able to talk about it in the Wellsian manner. To the author of wonder-fiction it must have been like a glimpse into his own world made real, for he who hates and loathes fighting, and would rather not come in contact with such unpleasantness, nevertheless imagined and described the most hideous of conflicts—that of the Martians. For a time he ran riot in colossal wars of the future, and he foreshadowed very plausibly what war would be like when science took the biggest hand in the game. It was not pretty. Neither is this struggle. Now that he has seen it, Mr. Wells calls it a "gigantic, dusty, muddy, weedy, bloodstained silliness." Again, "for the Germans it is simply the catastrophic outcome of fifty years of elaborate intellectual foolery." Excellent, Mr. Wells! But were you of this opinion when you wrote "The War in the Air"? No matter; we live and learn, and go to the wars. There is much in this book for which we thank Mr. Wells heartily, and we rejoice that he has actually seen the Tanks and survived to write a chapter of that title. Now "Tanks" is a piece of writing that appeals happily to this house, for have we not this similitude to cheer us: "They [Tanks] are like jokes by Heath Robinson"? That is just the right thing to say, by way of comic relief embalming truth. From the joke Mr. Wells passes to moralities. He puts in a plea for the proper manning of munition factories, and is plainly very suspicious of the policy that would sacrifice anything to secure overwhelming man-power in the field. He warns us against the military man "who thinks in terms of spurs." "Every man," says Mr. Wells, "who is taken from munition-making to spur-worshipping in khaki is a dead loss to the military efficiency of the country." All which is worthy of consideration. Mr. Wells, by-the-by, thinks that the Tanks have an important future.



PRINCESS MARY'S FIRST PUBLIC FUNCTION: OPENING A MEDALLIC EXHIBITION.

Special interest attached to the opening, by Princess Mary, last week, of the Exhibition of Medallie Art, in the Georgian Hall, at Messrs. Waring and Galloway's, in Oxford Street. The Princess was received by Prince Louis of Battenberg, Mr. S. J. Waring and Mr. A. M. Joshua, and the Countess Feodora Gleichen presented the Committee: Sir George Frampton, Sir A. Evans, Sir W. Goscombe John, Mr. H. Wilson, and Mr. G. F. Hill, and also Miss Lever, Mrs. and Miss Joshua, and Mrs. G. A. Sawyer. The Exhibition is the first of its kind in London, and is of exceptional interest, both historic and artistic.

of Mr. Dagnall, the consul of Mr. Poulton, might be American-born—so fidgety is the one, so breathless the other: Mr. Frederick Ross's General is British to the core; Mr. Lewin Mannerling's Asiatic has the most uncanny airs, and a most haunting personality; while for breeziness and spontaneity it would be hard to beat the American *enigme* of Miss Ida Adams.

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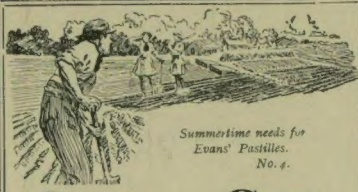
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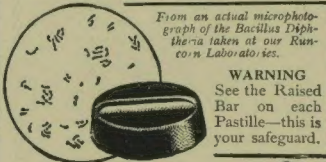
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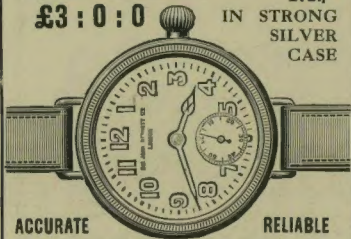


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 See the Raised Bar on each Pastille—this is your safeguard.

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EVERY purchaser of Lotus and Delta is in the fortunate position of being able to see for herself, without asking, what she has to pay for these shoes.

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 Agents everywhere



180—16/9

Prices are branded on the soles by the makers before the shoes leave the factory

1119

There is, however, just one exception and this is also in favour of the purchaser.

Lotus and Delta prices rose last February, but shoes made before that date, and still left in shops, have not been re-marked, but are being sold at the old prices branded on the soles by the makers.

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HOW TO CREATE 8 oz. TO 1 lb. OF FIRM, HEALTHY FLESH UPON BUST, NECK, ARMS OR SHOULDERS IN FOUR WEEKS.

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A full description of just how this triumph of modern science causes new, firm and healthy tissue to be created at will, and just why its stimulating



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The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c.  
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Does not contain Cocaine, Morphine, Opium, Chloral or any of the coal tar products.

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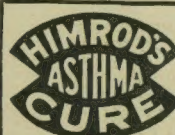
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 At all chemists 4/3 a tin.

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The Oldest Proprietary HEALING OINTMENT for ALL WOUNDS and CHRONIC SKIN DISEASES. An Ideal Toilet Cream.

Of all Chemists, 1/3, 1/2, 5/6; or post free for stamps from BEACH & BARNICOTT, Ltd., Bridport, Dorset, England.



## The Pen that brings letters home.

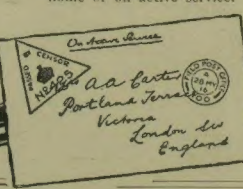
The quickness and ease with which a "Swan" Pen is brought into action often encourages a soldier to write a letter during a few spare minutes which would probably be neglected by him if such a simple and reliable pen were not handy.

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## SOOTHING AS AN OLD-TIME MELODY

# Spinet

THE SUPER CIGARETTE

Fine Old Virginia.  
 Cork-Tipped Ovals.

Tins of 20, 1s. 3d.  
 Boxes of 50, 3s. 1½d.



## THE CHRONICLE OF THE CAR.

## The Importation of American Tyres.

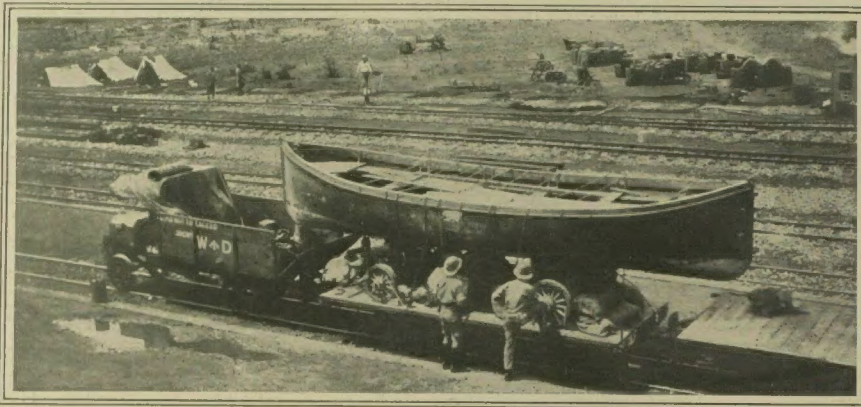
It looks as though the entry of the United States into the war is likely to have the effect of stopping the importation to this country of American motor tyres. For months past the feeling has been expressed, through the medium of the Press, that British manufacturers were able to fill all the tyre requirements of the home market, both for Government and private consumption, and that the tonnage used for the import of the Transatlantic product could be more usefully employed in this time of national crisis. The matter has more than once been raised in Parliament, the official explanation being that these goods were allowed access to the British Isles under the terms of an arrangement with foreign Governments, which had for its object the prevention of tyres and rubber goods generally getting to enemy countries through the neutrals. Whether that object was in fact attained we have not been told, though we may take it that at least some material effect was produced, or the class of goods aimed at would have been placed on the "restricted" list long ago. Now, however, tyres are apparently placed on the forbidden schedule. According to a recent notice in the *London Gavelle*, the importation of "manufactures of rubber" is prohibited, except under license from the Board of Trade. Obviously, tyres are included, coming as they do under the classification of "manufactures of rubber." The prohibition, of course, includes all tyres of foreign origin, though it is only the Americans who will be seriously affected, inasmuch as the imports of tyres from other Allied countries have been more or less stopped automatically ever since the outbreak of the war.

Less and Less According to the President of the Board of Trade, we are to get even less petrol than was fore-shadowed in the announcements recently made with regard to further reduced allowances. He tells us categorically that all motoring



DOING NATIONAL SERVICE: AN ARROL-JOHNSTON CAR.

The Arrol-Johnston cars enjoy a well-earned reputation, and the date of the fine model here shown is 1915. It is now engaged on National Service, and discharging its duties most efficiently.



MOTOR TRANSPORT IN GERMAN EAST AFRICA: A NAPIER BUSINESS VEHICLE.

The Army is much indebted to the Motor Transport Service in German East Africa, and our photograph shows a Napier business vehicle (30-45 cwt.) with two trailers in addition to the boat, which is being transported to Lake Nyassa. On this train 150 details, with full kit, travelled to their destination. The officer in command paid a cordial tribute to the efficiency of the Napier.

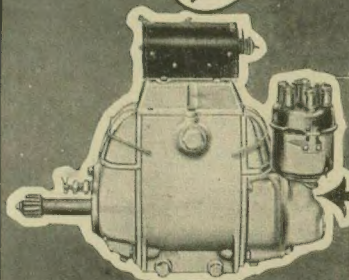
for pleasure has got to be ruthlessly put down, and that all round there must be effected drastic economies in the use of motor fuel. As a matter of fact, I do not think that if every drop of petrol used by "joy-riding" now were saved we should be very much better off. There is really very little pleasure motoring being done at all—at any rate, by the mere civilian community. Generally speaking, no class has responded more loyally to the demand for economy than that very much-maligned community which includes the "private" motorist. Of course, among the numberless people who use cars there is a limited class which would have its pleasure though it used the last few drops of petrol in the country; but it is a very small minority. By far the larger number of motorists have played the game as they were asked and expected to do. The present acute shortage of fuel is, I understand, due to the sinking of several large tank steamers, and may be only temporary.

## Fears of American Shortage.

givings. According to it is quite on the may begin to feel

It is not only in this country that a shortage of motor fuel is giving rise to serious misgivings. According to a Standard Oil authority, cards that the United States the pinch by the end of the first year of war. (By the way, it is not very cheering for the "end of this year" optimists to hear the Americans talking of the war in terms of years.) The authority in question says that unless steps are taken at once to conserve the available supplies, these will be exhausted at the end of twelve months. The statement, however, does not seem to fit in with the facts of production. He says that the yield for the current year will amount to some 2,500,000,000 gallons, of which two thousand millions will be required for home consumption, leaving the balance available for export. From these figures it would appear that what is really meant is that by the end of a year of war, consumption will have overtaken production—a serious enough consideration, but rather a different proposition to exhaustion of supplies.—W. W.

# SOME Buick FEATURES WHICH MAKE FOR EFFICIENCY



## SIX-CYLINDER MODELS

## Electrical Equipment

ALL Buick Cars are equipped with the Delco System of Self-starting, Lighting, and Ignition. Buick Starting and Lighting, therefore, mean absolute dependability and freedom from care, and Buick Ignition means a hot, perfectly timed and automatically regulated spark under all conditions.

## Rear Axle

THE teeth of the Buick "Six" Rear Axle never "slap" each other, and cause that "hum" so often heard from the rear axles of other cars. With the Buick Helical-cut gears several teeth are always in contact, and the load pressure is taken on each tooth gradually, not with a sudden jar or shock. These gears are, therefore, of longer life, and eliminate rear axle noises.

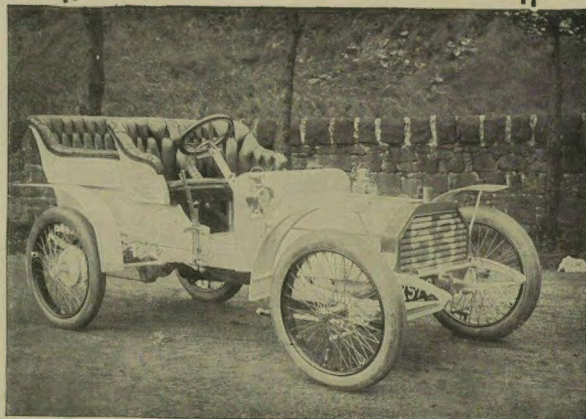
## Ease in Driving

THE speed change and hand-brake levers of the Buick "Six" are to the right of the driver; the steering wheel is large, and easily manipulated. The instrument board is fitted with speedometer, ammeter, electric switches, oil indicator, carburettor control and electric dash lamp.

Let your "After-the-War" Car be a Buick.

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## The Post-War "Arrol-Johnston"

## A COUPLE OF WINNERS

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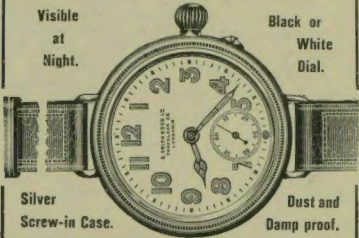
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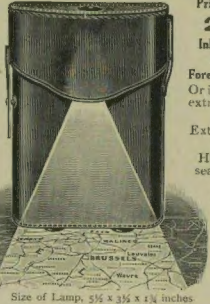
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CORD TYRESMade in all sizes, with the original  
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BRITISH  
BUILT  
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Take Carter's**Imperfect complexion is caused by a sluggish liver. A few days  
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They cure Constipation, unclog the liver, end indigestion—bilious-  
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The Ideal Laxative for Children.

Small Pill, Small Dose, Small Price.

The **GENUINE** must bear signature*Brent Good*



## LADIES' PAGE.

IT was half a century ago almost to a day, when last week's debate took place in the House of Commons, since a motion for admitting women to the vote was first presented to the House. On May 19, 1867, Mr. John Stuart Mill moved a Resolution, in the debate on the Bill for giving the vote to working men, that women who possess all the qualifications that entitle men to vote should also be entitled to vote in the election of Members of Parliament. Only so commanding and established a reputation as he possessed could then have secured respect for such a motion, and a serious vote, in which seventy-three Members of the House followed Mr. Mill into the Lobby. It was by no means the beginning of the movement. For half a century before, the claim that sex should be no bar to citizenship had been put forward repeatedly, both by men as thinkers, and by women on behalf of their sex. Mr. Mill, indeed, was asked to bring in his resolution by a group of women. He consented to do so only if a petition from women bearing at least a hundred signatures were sent to him for presentation. In a very short time 5000 signatures were obtained, headed by many well-known women's names, such as Harriet Martineau, Florence Nightingale, Mary Howitt, and others. From that day to this an active organisation has been maintained, and a Resolution or a Bill to give votes to women has been continuously presented in Parliament, and on several occasions a Bill has passed second reading; but, as it was never supported by Government—though for long periods there have been in office Prime Ministers avowedly in favour of enfranchising women—it has never been able to pass the obstacles in the way of a private Member's Bill and reach the House of Lords. Lord Beaconsfield was actually the first person to speak a word in favour of votes for women within the House of Commons: in a speech made a year before Mr. Mill's motion, he then Mr. Disraeli remarked that, in a country where women could inherit the throne and fill many other public offices, he could not see why they had not a right to vote, and subsequently he voted for the measure several times. Lord Salisbury and Mr. Balfour were also in favour. Mr. Gladstone was the most untiring and powerful opponent. Party, perhaps, actuated both sides. Mr. Gladstone thought that a measure enfranchising women on the same terms as men would add to the strength of Conservative influences. It is, perhaps, with a similar fear that the present Government have introduced the provision for making wives as such electors—to lessen the influence of the single and widowed propertied women.

In the fifty years that have elapsed since Mr. Mill's action many things bearing on the point have happened. Wives have become legally the owners of their earnings and other property. Women have taken the highest possible degrees at the Universities; they have qualified and practised successfully as surgeons and physicians; they

have voted in public election for and held seats upon School Boards and other local government bodies; and, finally, they have actually saved the country in war by proving themselves ready for and capable of all sorts of new tasks during this terrible crisis. The women of our chief Colonies have been given the Parliamentary vote. One after another of the States of the great American

Republic have also enfranchised women, and even elected women members on the State Congresses and sent one to the United States Congress. After all, half a century is not long for all this wonderful change to have taken place, and it is best for us for alterations not to be too sudden—best that "Freedom broadens slowly down, from precedent to precedent."

Amongst the many changes that the war has brought about, the change in clothes is one of the most striking. The working woman has been not only permitted, but ordered, to abandon handicapping herself with crippling skirts and tight-fitting raiment, at any rate "for the period of the war"—a change established in the twinkling of an eye, so to speak, by necessity, and accepted so widely that now a man does not turn his head to look twice at a girl window-cleaner or other worker walking the London streets in undisguised trousers, or a woman riding astride. The starched collar of the male is about to follow the woman's long and full skirt. The use of starch is discouraged because it is wasting the corn that we need for something more important than stiffening clothing. Stiffly starched shirt-fronts almost down to the waist had already passed away, like the strangling stock of Georgian days, the absurd perwig of the century before, and many another disabling and uncomfortable masculine fashion. Will the men, who in their khaki have become used to easy-fitting and unstiffened garments, be willing to resume stiff starched clothing, or the girls tight waists and hampering skirts, in the strenuous times that peace will bring us? Who lives will see. Meantime, it is a patriotic duty, small yet not unimportant, to save needless starching, both of clothing and household accessories. Many ladies are giving their maids little black silk aprons for afternoon wear. Some of the new dress fabrics for washing need no starch, and such should be selected. Table-napkins were seldom starched in France even before the war, and really do not need to be stiff. A handsome dining-table looks as well with the wood left uncovered at dinner, except for sufficient small mats to protect it where used, and a lace or satin centre-strip, instead of an enormous table-cloth of stiffly starched diaper.

Milliners have managed, like dressmakers, to produce attractive yet very simple specimens of their art. Quaint shapes cost no more than severely plain ones, so milliners have put much of their ingenuity into the outline of the hat of the summer, and its trimming is absolutely simple. Many shapes are somewhat hard in effect, and need a good deal of hair drawn down under their edges to be becoming. Rather tall shapes, with little or no brim, and the crown widening somewhat abruptly so as to give a hard edge round the top of the shape, and relieved by no trimming but a bead ornament or a tiny compressed bouquet at the exact front, are decidedly trying; and the brilliance is increased, but the becomingness not much enhanced, when the shape is all of glittering jet. Tall hats with stiff brims, like unto men's "beavers" of past times, are worn with no trimming but a steel buckle or a bead plaque, and other severe designs are in favour.

FILOMENA.

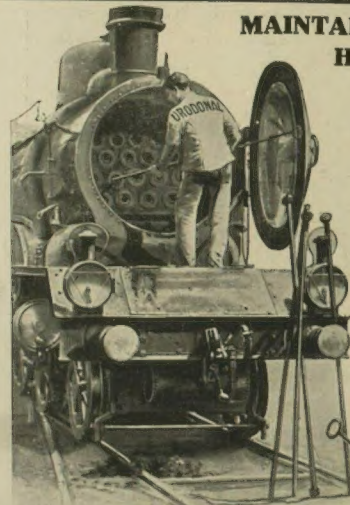


A GRACEFUL EVENING DRESS.

The corsage is made entirely of strings of jet, and the trained skirt of silver-and-black brocade.

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**MAINTAINS YOUTH OF THE HEART AND ARTERIES.**



It frees them from all the waste products, uratic and chalky deposits which tend to harden their walls.

This cleansing process may be compared to the cleaning of the boiler and pipes of an engine, which would certainly refuse to work were its various parts allowed to become clogged with accumulated dust and dirt.

The same rule applies to the human machine.



Certain blood vessels (veins and arteries) can be compared to boilers. By dint of continually working and circulating blood that is more or less loaded with impurities, their walls become encrusted and hardened, so as to resemble "clay piping." This is **Arterio-sclerosis**, the baneful consequences of which are only too well known. Uric acid is the chief enemy, inasmuch as it is always present in excess whenever nutrition is "disturbed." It paralyzes the heart, and is in some cases the sole cause of certain diseases of this organ (Pericarditis, endocarditis, etc.). Heart trouble, as well as disorders of the circulation, are, therefore, greatly benefited from the use of **URODONAL**, which is **thirty-seven times more powerful than lithia** as a solvent of uric acid; and, therefore, effectively prevents the appearance of the manifold troubles due to its presence.

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